

DT.2.3.1 – Transnational cooperation initiatives



NEWBRAIN



PP10 –BEP

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EXECUTIVE SUMMARY

This deliverable is part of the WP2 (Task 2.3) of the NEWBRAIN project. Task 2.3 is aimed at the concrete implementation of NEWBRAIN transnational strategy (Act 1.4) and of Action Plans (Act 2.1) measures through the elaboration of transnational cooperation initiatives (TCI) (e.g. project ideas) in the framework of the main EU and national/international financing schemes (e.g. CEF programme, EFSI, EIB, etc.). At least 3 TCI are drafted by PPs, in line with the strategic priorities detected in the previous project phases, and using the act.2.2 deliverables. TCS are drafted on the basis of the existing calls for projects and financing initiatives available in the transport and logistic fields and may involve different partnership composition within the project Consortium. TCI ensure the sustainability of the NEWBRAIN network by going beyond the same definition of strategical priorities and planning of interventions and contributing to jointly raising funds as a leverage for the macro- intervention categories identified in Action Plans.

To this end, the scope of this deliverable (Deliverable 2.3.1), which is submitted on behalf of PP10-BEP, is to present a transnational cooperation initiative (in our case the TRANSBASE initiative is presented) for the joint participation to the main financing initiatives for environment-friendly and low carbon transport systems, to concretely reach the objectives of the O.T.1.2 “NEWBRAIN transnational strategy” and implement the actions of the O.T.2.1 “Action Plan for each node”.

Initially a brief description of the collaborative idea (i.e. the TRANSBASE initiative) is presented. The main objectives of TRANSBASE are described, followed by the actors and stakeholders that will use the proposed intervention. Furthermore, the impact that TRANSBASE will have in national and European level with emphasis on the Adriatic-Ionian area is presented.

Subsequently, the following information are presented: the TRANSBASE services, the logistics nodes of the NEWBRAIN Partnership that are involved in the proposed TCI (i.e. the TRANSBASE initiative), the time frame, the maturity level of the “collaborative project idea”, the stakeholders involved, the investment costs and management costs, and last but not least the funding sources.

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Chapter 2 presents a brief description of the TRANSBASE intervention. Initially the main objectives of TRANSBASE are presented, followed by the actors and stakeholders that will use the proposed intervention. Furthermore, this chapter presents the impact that TRANSBASE will have in national and European level with emphasis on the Adriatic-Ionian area.

Chapter 3 describes the implementation steps of the proposed idea that include the logistics nodes of the NEWBRAIN Partnership that are involved in the proposed TCI (i.e. the TRANSBASE initiative), the time frame for the development of the project idea, the maturity level of the “collaborative project idea”, the stakeholders involved, the investment costs and management costs, and last but not least the funding sources that can be used in order to support the TRANSBASE initiative.

Finally, Chapter 4 concludes this deliverable by making a summary of this report and by presenting the way forward to the project (i.e. tasks to follow).

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2. BRIEF DESCRIPTION OF TRANSBASE intervention

2.1 Introduction

This chapter provides a brief description of the TRANSBASE intervention. Initially the main objectives of TRANSBASE are presented, followed by the actors and stakeholders that will use the proposed intervention. Furthermore, this chapter presents the impact that TRANSBASE will have in national and European level with emphasis on the Adriatic-Ionian area. It is also important to mention that this intervention is in-line with the EUSAIR strategy.

2.2 TRANSBASE objectives

The TRANSBASE project aims to develop a Logistics Community System (LCS), that will be based on the “Single Window” principle, namely a software platform that allows parties involved in trade and transport to lodge standardized information and documents with a single-entry point to fulfil all import, export, and transit-related regulatory requirements and allow a sound cooperation and communication between multiple transport nodes (e.g. ports, freight villages, etc.) with the local businesses (e.g. Chambers of Commerce and Industries). The project targets at improving the effectiveness of the procedures for the management and movement of freight in port areas and their transfer to hinterland (dry ports), through the design, development and testing of an innovative platform that will provide a toolkit with various services such as ship arrival and departure alert, customs clearance, logistics services, truck parking management, inland transportation and profiles of local businesses.

More specifically, the TRANSBASE project aims at:

- designing and developing an advanced Community System supporting smart, sustainable and integrated movement of goods within Adriatic Ionian countries,
- developing port and logistics services, guaranteeing functionality and integration and communication among ports of Adriatic Ionian area,
- building a successful model to promote a system of sustainable freight transport services to improve links between the Adriatic Ionian area,
- developing a common infrastructure to promote transport, information and communication services,
- assisting in the recognition of obstacles that hinder the implementation of appropriate approaches in proposing and assessing solutions,

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- promoting close and efficient cooperation between ports and local businesses towards the development of a cluster responding to the needs of maritime transport and logistic services
- raising awareness and disseminate research results and best practices at Adriatic, national, regional, and European level,
- cooperating in the assignment of best practices to maritime transport & logistics' activities and in making recommendations regarding their deployment,
- identifying emerging technologies that address maritime transport and logistics issues,
- organising workshops and case studies to assist in achieving objectives set out above
- providing a dissemination programme to raise visibility of the project and to establish increasing participation of users
- establishing an evaluation programme to measure compliance of project outputs in relation to the specification and recommendation for future actions

2.3 Involved actors and stakeholders

The logistics community area could vary from port to port, depending on the size and development of the seaport, but generally, it includes a surrounding or wider area close to the developed logistics-transport network (dry port). The recommended logistics community consists of members, private and public entities, operating in the port area and the hinterland providing logistics services towards the efficient transfer of goods.

The recommended Logistic Community System will host the following groups:

- shipping companies and shipping agencies
- freight forwarders
- third-party logistics operators (3PL)
- transport carriers: rail and road freight transport operators
- local companies connected with the import and export of the goods
- companies that do not participate directly in the operations carried out in the port, such as banks and insurance companies.
- the port authority, the naval authority and the port master's office -the port control centre, responsible for the planning, coordination and control of port activities
- customs, port police and various inspection services, who carry out activities to maintain a high level of security in the seaport

Figure 2.1, presents the main members of the proposed TRANSBASE Logistics Community System (LCS).

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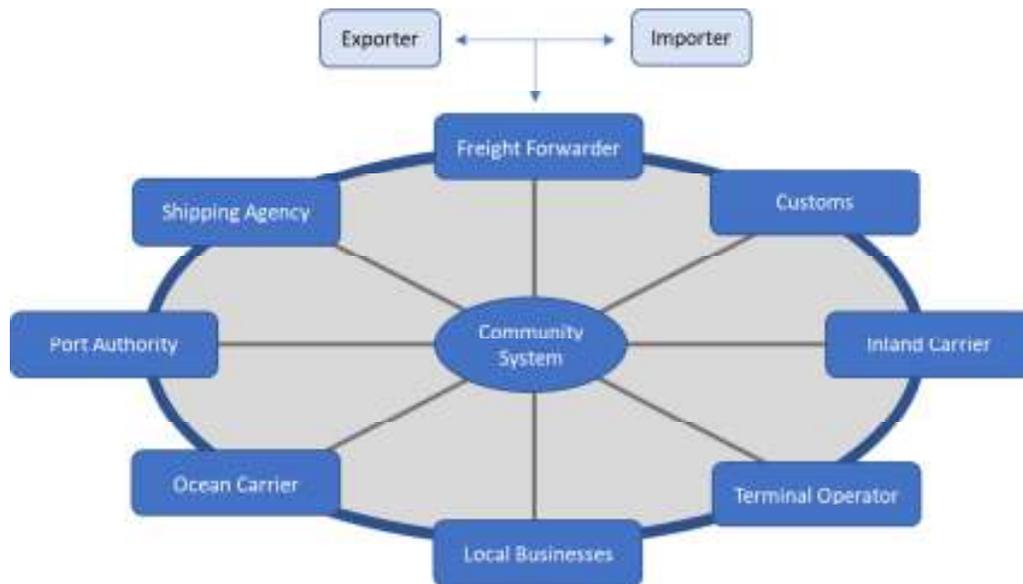


Figure 2.1 TRASBASE involve actors and stakeholders (Source: Deliverable DT.1.2.4)

2.4 Impact of TRASBASE in the Adriatic-Ionian area

The design and development of the proposed intervention will have the following impact to Adriatic-Ionian region freight movement as well as to the business relations between the main stakeholders of transport and logistics operations.

- Increased communication between relevant stakeholders operating in ports,
- Increased standardization and performance of the customs clearing procedures,
- Increase the role of local businesses in the effectiveness of logistics chains,
- Increased efficiency of the port and logistics operations, by reducing the dwell time in port terminals,
- Increase attractiveness of the Adriatic ports to access the EU markets,
- Improved security level, via a more effective system of freight customs clearance in ports,
- Common platform for the information sharing between relevant public authorities, aimed at improving the effectiveness of the logistic chains, respecting the privacy rules,
- Guidelines for the transferability of best practices for the freight flows clearing,
- Reports on the operating port management systems in the Adriatic Ionian area, including focus on the innovative approaches adopted in each case,
- Guidelines for the improvement of the interoperability between the port management systems,

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- Guidelines for the definition of a set of common quality standards and the transferability of the system in other ports in the Med area,
- Development of an operating manual which will provide not only a reference book for the best practice introduced by the proposed platform (TRANSBASE), but will recap the criteria for the adoption of the system solution in other areas

2.5 Summary

The aim of this chapter was to briefly describe the TRANSBASE intervention. Initially the TRANSBASE objectives were presented followed by the actors and stakeholders that will interact with the proposed platform. Subsequently the impact of the TRANSBASE platform in national, regional and European level was presented.

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3. TRANSBASE initiative: implementation methodology

3.1 Introduction

The aim of Chapter 3 is to describe the implementation steps of the proposed idea that include the TRANSBASE Services, the logistics nodes of the NEWBRAIN Partnership that are involved in the proposed TCI (i.e. the TRANSBASE initiative), the time frame for the development of the project idea, the maturity level of the “collaborative project idea”, the investment costs and management costs, and last but not least the funding sources that can be used in order to support the TRANSBASE initiative.

3.2 TRANSBASE Services

Figure 3.1 depicts the main services of LCS according to the users’ requirements. These services are indicative and further analysis will take place in order to develop additional services that will support the business community in both tactical as well as operational level.



Figure 3.1 Indicative services of TRANSBASE Logistics Community System

Within the main services of LCS, some important requirements should be taken under consideration during the design process. The latter are presented below as follows:

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- The system should be flexible. Logistics operations must run smoothly and may not be hindered by the system
- The system design should allow the LCS to maintain a level of pragmatism that the stakeholders have. It must be possible for the administrator to change the authorization of persons (add/delete the possibility to send messages)
- The system must follow the agreed business a series of rules that will be set by the administrator
- Access to the web application must only be granted to registered users. An audit trail must be available to enable trace back
- Access to message handling is only granted to a registered organization. Formally, messages are exchanged between organizations. If an organization makes a connection between the LCS and their own systems, then it is the responsibility of the organization that this connection is used in a proper way
- Every person is member of an organization. When a person has been given access, they are always considered to be acting on behalf of exactly one organization
- An organization has one or more roles
- Every message has 1 sender and 1 or more recipients
- The administrator must be able to authorize a user to send certain message types
- Digital signatures (through digital certificates / Public Key Infrastructure) are defined on the level of (the formally authorized person) the organization. Electronic signatures must be based on digital certificates approved by the Hellenic Government.
- The LCS will be Internet based
- The PLS will use XML as a basis and EDIFACT where necessary
- The administrator of the system will be the BEP
- It must be possible for a sender to indicate that the LCS sends the same message to different parties at one time.

3.3 Involved logistics nodes of the NEWBRAIN Partnership

The logistics nodes of the NEWBRAIN partnership that is proposed to be involved in the TRANSBASE initiative are as follows:

BEP

The Piraeus Chamber of Small and Medium sized industries (BEP) is one of the three sectoral Chambers of Greece including those of Athens and Thessaloniki. It was founded at 1925 and it comprises a Public Entity. It is supervised by the Ministry of Economy, Development and Tourism, serving as advisor of the state. It is administered by an elected representative Board comprising of 61 members, the President and a 5 member Managing Board which are voted every four years and it is the governing body receiving the major decisions concerning its field of interest. It employs an executive staff of 13 persons well versed in its activities. BEP represents the total manufacturing

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activity for the Chambers of Commerce at the Region of Piraeus composed of 15,000 SMEs. BEP represents technical professions in the shipbuilding area in the larger port of Greece and the Mediterranean. Its purpose is the promotion and development of SMEs in the craft industry, tourism and services, contributing to wider socioeconomics objectives such as growth, jobs and sustainability. It also supports its members & SME Stakeholders in their effort for Modernization, Internationalization, Innovation and R&D and Vocational Education-Training, so as to enable them to meet the requirements of the constantly changing conditions within the European and Global Markets. It provides information about the EU and funding opportunities for enterprises and organizes seminars, educational activities and promotional events. BEP also supports the “Forum of Green and Innovative Entrepreneurship” in cooperation with Chambers, Universities, social partners and policy makers to encourage very small enterprises in the Region of Attica on the implementation of environmental practices in their daily operation and supports for production of green products and provision of green services.

Igoumenitsa Port Authority

Igoumenitsa Port Authority has successfully implemented a series of projects in the fields related to transportation enhancement and interconnection. As a key stakeholder in the maritime affairs, the organization is highly interested in the enhancement of maritime transportation and services, as well as the improvement of infrastructures and hinterland connectivity. Thus, OLIG, its staff and the Development Department, are constantly active in such projects, and have developed strong skills and competences in preparing, implementing and capitalizing their results and outputs. The successful completion of similar projects is a guarantee for the team's capabilities. Through the expertise gained from INTERREG, MED, SEE, TEN-T and IPA ADRIATIC projects, Igoumenitsa Port Authority S.A. will facilitate the proposed project idea implementation and can overcome any issues that might arise during the elaboration of it.

North Adriatic Sea Port Authority

Venice Port Authority (VPA) is a public body established by Law n.84/94. Its task is to guide, plan, co-ordinate, promote and monitor port operations. It is also in charge of maintaining common areas and the seabed, overseeing the supply of services of general interest, managing the State Maritime Property and planning the development of the port. To ensure and enhance traffic in the Port, VPA is involved in issues such as: MOS development, enhancement of better connections and intermodality, promotion of corridors strategy, development of the Port Community System in interconnection with the port stakeholders, implementation of market analysis and development of policies, investments to increase the attractiveness and competitiveness of the Port, research about international economic outlook, port current and potential developments, the state of its infrastructures, safety and security and environmental sustainable transport promotion. VPA has more than 90 employees articulated in 6 departments. It is also member of the North Adriatic Port Association (NAPA). The ports members of the association combine their strengths in order to promote the Northern Adriatic route and present themselves as an alternative to the North-European

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ports to feed the central Europe market. In addition, the association enhances cooperation in the development of maritime and hinterland connections, environmental protection, safety and information technology. The ports of NAPA will also invest efforts into the coordinated planning of road, rail and maritime infrastructure, as well as the harmonization of regulations and procedures in the field of port service provision.

Southern Adriatic Sea Port Authority

Port Authority of Bari manages the port areas of Bari, Barletta and Monopoli and coordinates the relations among the public and private operators for security, passengers and goods services. Many people works in the port area that is very close to the city centre. So, the sustainable development of the economic activities in the port is very important for the local development itself. The port has a Port Community System called GAIA, managed by the Port Authority, which supports the management of security controls provided by the Port Security Plans as well as port logistics. The total number of operational berths is equal to 16 for a total of about 4,000 length linear meters. The depth of the docks varies from 5 to 13 meters with a step at the mouth of about 12.5 m. The port is multifunctional with all public docks that provide maximum flexibility while respecting the separation between the passenger areas and those for goods. The operation is ensured 24 hours a day in the day for 365 days a year. The port companies are equipped with mobile cranes with capacities up to 150 tons, of reach stacker for the handling of containers, the drive for the movement of semitrailers, hoppers for discharging the grains. The port facility is equipped with 3 trucks and 3 scanners for control of the means. The overall movement of ships in 2015 have carried out business operations in the Port Authority ports are 5217 of which 4398 in Bari, Barletta and 639 to 180 in Monopoli.

Port of Bar

Port of Bar is the central port of the Montenegrin port system. Professionals from the Port of Bar have experiences in the international project implementation and the knowledge and skills through the daily management and activity of the port and of direct relations with local and national administrations. They have also significant experience and know how in the realization of different development projects. Port of Bar took part in the process of relevant policies design through initiation of the study “Logistics Integration of the Regional Transport System Subject” creation as well through appropriate participation in the process of “Long Term Development Strategy of the Transport System in Montenegro” and “Strategy of the Economic Development of the Municipality of Bar”. In the aforementioned documents the role of the Port of Bar was significant especially in the process of relevant policies implementation. Furthermore, the Port of Bar has realized projects in several European Union co-financed programmes (IPA ADRIATIC Programme, SEE Programme, MED Programme, FP7 Programme, INTERREG, ADRIATIC Programme, TAIEX Programme, etc.).

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3.4 Time frame for the development of the idea

The time frame of for the development of the proposed idea is approximately 3-4 years and includes the following indicative phases:

- Finalization of project idea
- Preparation and submission of the proposal in EU funding programme
- Requirements analysis from users
- Logistics Community System design
- Logistics Community System implementation
- Logistics Community System pilot testing
- Logistics Community System fine tuning
- Logistics Community System full-scale roll out

3.5 Investment costs and management costs

All the initial investment costs for the development of the TRANSBASE project idea are presented in Table 3.1. Furthermore the costs that deal with labor (for the operation of the TRANSBASE LCS) are presented in Tables 3.2 and 3.3 respectively. We also assumed a fixed indirect cost (overheads) of 10K euros per year for system maintenance and other typical overheads.

Table 4.1 Initial investment cost

Cost Categories	Amount (€)
TRANSBASE Logistics Information System - Initial investment cost	2,031,750.00 €
Feasibility study	80,000.00 €
System requirements analysis	125,000.00 €
System design (blueprints)	240,000.00 €
System development	950,000.00 €
System integration with other information systems	195,000.00 €
System testing	85,000.00 €
Creation of manuals and user training	40,000.00 €
Hardware for system operation	85,000.00 €
Software for system operation	45,000.00 €
3-year support	90,000.00 €
Unforeseen expenses	96,750.00 €

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Table 4.2 Labor cost (for the 2 first years)

	Total labor cost	2019		2020	
		No. of staff	Total annual	No. of staff	Total annual
TRANSBASE LCS User	31,550 €	2	63,100 €	3	94,650 €
IT Officer	45,600 €	1	45,600 €	1	45,600 €
Total annual personel cost		3	108,700 €	4	140,250 €

Note: Apart from the labor cost, we also assume a fixed indirect cost (overheads) of 10.000 euros per year that include maintenance of the hardware/software equipment, and other typical indirect costs.

Table 4.3 Total expenses from the TRANSBASE LCS services for 15 years

Expenses categories	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Staff expenses	108,700 €	148,250 €	141,833 €	143,069 €	144,300 €	145,545 €	147,454 €	148,878 €	150,147 €	151,871 €	153,389 €	154,823 €	156,472 €
Nonoperational costs	10,000 €	58,300 €	10,404 €	10,652 €	10,826 €	11,045 €	11,382 €	11,487 €	11,717 €	11,951 €	12,190 €	12,434 €	12,682 €
Total expenses	118,700 €	206,550 €	152,237 €	153,721 €	155,126 €	156,590 €	158,836 €	160,365 €	161,864 €	163,822 €	165,579 €	167,257 €	169,154 €



3.6 Funding sources

The most suitable funding source that can be used in order to support the development of the TRANSBASE project is the “Connecting Europe Facility” programme.

The Connecting Europe Facility (CEF) for Transport is the funding instrument to realise European transport infrastructure policy. It aims at supporting investments in building new transport infrastructure in Europe or rehabilitating and upgrading the existing one.

TEN-T policy objectives foresee:

- completion by 2030 of the Core Network, structured around nine multimodal Core Network Corridors.
- completion by 2050 of the Comprehensive Network in order to facilitate accessibility to all European regions

CEF Transport focuses on cross-border projects and projects aiming at removing bottlenecks or bridging missing links in various sections of the Core Network and on the Comprehensive Network (link), as well as for horizontal priorities such as traffic management systems.

CEF Transport also supports innovation in the transport system in order to improve the use of infrastructure, reduce the environmental impact of transport, enhance energy efficiency and increase safety.

The total budget for CEF Transport is €24.05 billion for the period 2014-2020. INEA is responsible for implementing €23.7 of the CEF Transport budget in the forms of grants during the same period.

3.7 Summary

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4. CONCLUSIONS

4.1 Summary of the deliverable

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4.2 Next steps

The following actions of the project concern the implementation of Activity T2.4. In this Activity the partners cooperate for the elaboration of pre-feasibility studies on the adoption of actions/solutions to innovate the freight transport nodes of the Adriatic-Ionian area. The studies may concern new

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services, new procedures or organizational approaches, new technologies. All partners are involved in at least 1 study. Some of the studies might be jointly implemented with a single final output.

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